

THE OMAHA DAILY BEE.

ELEVENTH YEAR.

OMAHA, WEDNESDAY MORNING, SEPTEMBER 7, 1881.

NO. 65

A SAFE TRIP.

The President Leaves Washington at 6:30 in the Morning.

Great Crowds Silently and Reverently Attend Him to the Train.

He Improves in Strength and Spirit from the Very Start.

Encouraging Bulletins from Every Station Along the Route.

The Journey from the White House Forms an Impressive Spectacle.

Foreign.

WASHINGTON, September 6.—At exactly 6:30 o'clock this forenoon the president started from the Baltimore & Potomac depot on his trip to Long Branch. He was wide awake and sensible and appeared fully cognizant of what was going on, and had borne the transfer from the white house remarkably well—indeed, indeed, than anyone anticipated—and according to the unanimous verdict of those with him he had improved in every way from the time he was carried from the sick room. His pulse even decreased from 100 to 95 during the journey. It was a weird funeral-like trip

IN THE GRAY LIGHT of early morning, through quiet streets, with the sun just breaking the darkness, the people partook of the quietness, and though the sidewalks from the white house to the depot were lined with people and crowds assembled at either end of the route, not a sound, hardly a whisper, was allowed to break the stillness as the conveyance bearing the wounded president moved slowly along. The scenes about both the depot and white house during the night were striking. At the latter place, for the first time since the shooting, the entrance gates to the grounds were closed even to correspondents. At 10 o'clock scores of newspaper men and citizens hung about the gates fearful that the president would be removed secretly.

BEFORE MIDNIGHT the personal baggage of those to accompany the president was taken to the depot. The railroad men labored through the night by the light of lanterns completing the extension of track around into Pennsylvania avenue. A crowd of citizens watched the operation until it was completed. At an early hour people began to pour into the streets and at daylight a detail of police took their places in the avenue. A detachment of 20 took up their stations at the White House gates and a number with members of the detective force took up their station about the waiting train.

AT THE LOWER END OF THE AVENUE. At each intersecting street along the route one mounted officer and two foot officers were stationed in the way. The entire route was policed.

ABOUT THE TRAIN extra precautions to keep back the crowd had been taken by stretching ropes along the side walks, fencing in a large space so the train was kept free of all but officials and reporters. The people, filled with the spirit of the hour, were kept quiet and refrained from any demonstration. At 5:20 the train was backed on the extension track around on to the main track, consisted of engine 608, a baggage car, and the special passenger cars numbers 268, 33 and 120. A pilot engine, number 5, took up a place about one hundred feet in advance. Each engine was manned with an engineer and two firemen and the conductors and brakemen.

MRS. GARFIELD. As soon as the train came to a standstill, a few minutes before 6 o'clock, a carriage came rapidly down the street and was driven up to the side of the train, and Mrs. Garfield alighted and entered the car especially prepared for her occupancy. Mrs. Agnew, Woodward and Barnes passed bowing through the concourse of the people and entered car 33, the one reserved for the president. Mrs. Garfield was accompanied by her daughter, Miss Mollie, Mrs. and Miss Rockwell, and Mrs. Dr. Susan Edson. Mrs. Garfield passed into the car and took her place at the window from which she could look down the avenue.

A TOUCHING SIGHT.

A few seconds later all eyes were turned from her pale face to an indistinct object looming up in the half mile distance. It was the conveyance in which the president was being conveyed to the train. It moved at a very slow pace, and was fully ten minutes in traversing the distance between the treasury building at the head of the avenue and sixth street where the train was stationed. Ten police marched on each side of the wagon, and as it moved along the citizens on each sidewalk quietly and reverently removed their hats and fell into line some distance behind after the wagon passed. The horses which drew the wagon were selected for their steadiness, and were driven by one of the most trusted drivers in the Express company's employ.

THE PRESIDENT'S APPEARANCE. As the wagon neared the train the first conspicuous person seen was Dr. Bliss who was hanging on to the outer side of the wagon mopping his face with his handkerchief. Then as the vehicle came closer other figures were

recognized. Sergeant Densmore and Steward Camp sat on the front seat with the driver and through the open sides of the storm curtains which were raised were seen Gen. Swain, Col. Rockwell, Col. Corbin and Doctors Reymann and Boynton, the latter seated at the president's head. But the figure most earnestly regarded was that of the president himself, although it was not until the ambulance had nearly reached the train that he could be distinguished. At the first glimpse several women in the large concourse moaned in sympathy, but the noise was promptly checked. The form of the president lay on the bed on which he had passed so many weary hours, and was covered to the chin, leaving his face exposed. About the top of his head was a white bandage and a roll of cotton batting was placed under his right jaw, where the paralytic swelling had disfigured him. In the dim gray light his face looked ghastly. The skin was of a livid color, the cheeks were hollow and the nose was pinched. He was lying on his back and his eyes were open and looking out straight ahead. Only when they moved from side to side was there evidence that it was other than a corpse that was lying there, so still and apparently lifeless. Yet it could be seen that he was wide awake and keenly conscious of what was going on, seemingly in full possession of his senses.

As was afterwards learned he had passed a quiet though somewhat restless night looking forward hopefully, however, to his removal in the morning. At 5 o'clock he was awake and was given some nourishment, consisting of beef extract, prepared by his wife, and brought to him by her, and an emema of the usual ingredients.

It was ten minutes to six when the vehicle left the white house gate and ten minutes after that hour when it arrived at the train. Here the wagon was drawn up along side, and the horses taken from it, after which a detail of artillery of Gen. Ayres' command from the arsenal seized the wheels and the tongue and backed it gently against the open doors of the car.

A little delay occurred here, it requiring some time before the wagon was squarely backed up so as to permit of the easy passage of the latter through the car door. While these attempts were being made all eyes were on the president and those with him in the wagon. The latter all looked pale and anxious especially Dr. Boynton who sat at the president's head with a fan in his hand. The president himself did not move but rolled his eyes from side to side. He seemed impatient over the unlooked-for delay. Soon, however, the wagon was in position, and then the cot was lifted to be carried in. Here another unfortunate accident occurred.

The cot, by some means, was jolted roughly against the jamb of the door, shaking the president severely and causing his eyes to fairly bump in his head. A moment after the cot was inside and the president was quietly lifted on the mattress and laid on the bed arranged in the car.

Hardly had he been laid down when Mrs. Garfield, who had watched the ambulance from its appearance, was at his side and gently fanning him. Dr. Boynton immediately took a chair at the foot of the bed. Dr. Bliss felt of the pulse and found it had decreased five beats from the time of leaving the sick room. He communicated this fact to those in the car, and in a moment the news had found its way to the outside and was quickly passed around among the people.

At 6:20 Dr. Bliss, standing in the door of the president's car, waved a signal to the engineer to start and the train pulled slowly to the end of the newly laid track.

There it stopped a few minutes to await the incoming train from New York, but at 6:40 orders were again given to go ahead, and the train slowly glided on to the main track and in a few moments was out of sight.

Before leaving, Col. Corbin informed the reporter of the National Associated Press that the president had improved from the moment he passed the portal of the white house. Dr. Bliss corroborated this and added that the president seemed in a good condition to bear the trip. This was the last official bulletin from the president's attendants before he left Washington.

Leaving Washington.

WASHINGTON, D. C., September 6, 6:30 a. m.—The president's train has just left Washington. The president is said to be feeling pretty well. He waved his hand as he left the white house.

AT BALTIMORE.

BALTIMORE, September 6, 8:05 a. m.—The president's train run forty miles in eighty minutes and passed through the depot here without stopping at 8:04 a. m.

THOUGH HAVE DE GRACE.

HAVE DE GRACE, Md., September 6, 9:10 a. m.—The presidential train passed through here. As it went through the president was seen and he appeared to be really enjoying the trip. The train will probably reach the Elberon hotel between 1 and 2 p. m.

BAYVIEW.

BAYVIEW, Md., 9:04 a. m., September 6.—The president's train has passed here.

WILMINGTON.

WILMINGTON, Del., 9:55 a. m., September 6.—The president's train has just passed. The president is doing well. He asked to have the speed of the train increased.

FERRYVILLE.

FERRYVILLE, Md., September 6, 9:15 a. m.—The president's train passed this place without being stopped at 9:09 a. m. A dispatch was passed from the train stating that the president is bearing the journey splendidly and the physicians are so much pleased that they have asked to

have the speed of the train increased, which has been done.

RELEVUE.

RELEVUE, Del., September 6.—The president's train passed here going at the rate of forty miles an hour. It reached here at 10:03, making the time arranged.

PHILADELPHIA.

PHILADELPHIA, September 6, 11:00 a. m.—The president's train passed slowly through the tunnel at 10:52. It went faster after getting around the heavy curve. During the passage of the train all the machinery in the great engine and freight yards was stopped. After getting beyond there the train moved more swiftly and without stopping. Hundreds of engineers, firemen, brakemen, freight yard hands and laborers stood and waited for the train, but all work along the line had been stopped by orders and there was silence.

MANTUA.

MANTUA, September 6.—The train has struck the main line to New York. Passed here at 10:58.

GRAY FERRY.

GRAY FERRY, Pa., September 6, 10:40 a. m.—The president's train reached this point, the junction of the Pennsylvania main line with the Philadelphia, Wilmington & Baltimore railroad, at 10:39, having made an average of thirty-four and one-third miles per hour since leaving Washington. A stop of eight minutes was made to get water and attend to the engine, and the train moved on at 10:47. The president's pulse, taken at that time, was 102, and lower than expected. The president is doing well. None but the railroad men were about the station, and the president and party were subjected to no annoyance.

MORRISVILLE.

BULLETIN, MORRISVILLE, Pa., September 6, 11:48 a. m.—The president's train passed here this morning and is now passing the Delaware river at regulation bridge speed.

TRENTON.

TRENTON, N. J., September 6, 11:48 a. m.—The president's train has just passed and is now 30 miles north of Philadelphia, having made these 30 miles in 56 minutes and a half. Crowds of people filled the streets, covered the bridges over the railroad and packed the depot, but they maintained an absolute quiet as the train went through without stopping.

MILL HALL JUNCTION.

MILL HALL JUNCTION, September 6, 11:52.—The president's train is now passing here.

DEAR SWAMP.

DEAR SWAMP, N. J., Sept. 6.—11:55 a. m.—The president's train is now passing this point at a high rate of speed, having made the last 4 miles in 5 minutes.

A MILE A MINUTE.

PRINCETON JUNCTION, N. J., Sept. 6, 11:59.—The president's train is now passing this place, having made the distance from Trenton 10 miles in 101 minutes. The track is straight and has been clear but the grade is up-hill and on that account the speed made is wonderful.

MONMOUTH JUNCTION.

MONMOUTH JUNCTION, N. J., 12:07.—The president's train has just passed, going like lightning. The train took water at Lower Monmouth Junction and here on the fly, scooping it up from the trough in the road bed without slackening up speed, and took the branch road here across to Jamesburg at this hour, without a stop. The train had made no stop since leaving Gray's Ferry, and will make none until it reaches Long Branch, unless there is an accident. It has made the forty-seven miles from Mantua in sixty-nine minutes.

ON THE CONNECTING BRANCH.

DAYTON, N. S., September 6, 12:10 p. m.—The president's train is now crossing this place, running on the connecting branch.

JAMESBURG.

JAMESBURG, N. J., September 6, 12:14 p. m.—The president's train has just passed off the connecting branch on to the Froehel and Jamesburg Agricultural railroad, having made the five miles from Monmouth Junction in seven minutes. It has gone on without stopping.

ENGLISTOWN.

ENGLISTOWN, N. J., September 6, 12:23 p. m.—The president's train is now passing here. The last twelve and a half miles were made in sixteen minutes.

FREEHOLD.

FREEHOLD, September 6, 12:28 p. m.—The president's train has just gone through here swiftly, having made the last twelve miles in fourteen minutes. The track was lined with people, the men standing with uncovered heads till it flew by. Everything was still. Hundreds of flags were waving. When the train got out of sight, hundreds of "God bless him" were heard.

FARMINGDALE.

FARMINGDALE, N. J., September 6, 12:37 p. m.—The president's train passed at 12:37, making the last twenty miles in twenty-three minutes.

SEAGIRT.

SEAGIRT, N. J., September 6, 12:48 p. m.—The president's train has just passed and is now nine and a half miles from Elberon and 217 miles from Washington.

ELBERON.

ELBERON, September 6, 1:35 p. m.—The president stood the trip splendidly. Pulse 110. The weather is hot, but a good breeze is blowing. The train passed the station and ran on the new three-quarter of a mile of temporary track at 12:37, Philadelphia time, on which it has been running. The distance from Washington, 228 miles, was made in 389 minutes, being a small fraction less than forty miles per hour or about up to the time promised. No west bound trains passed it in motion. The doctor said on their arrival that the president instead of being injured by the trip, was really in better condition than when he started.

AT LONG BRANCH.

The President Arrives Safely at the Cottage By the Sea. The Fatigue of the Trip Shows in an Accelerated Pulse and Temperature. Some Alarm Caused, But the Physicians Confident This Will Not Continue. Graphic Account of the Journey and the Concourse Awaiting The Train.

National Associated Press.

JERSEY CITY, September 6.—The movement of the train from Washington to Seagirt, 217 miles, was over the roads controlled by the Pennsylvania Central and the Baltimore & Potomac, the Philadelphia, Wilmington & Baltimore, Freehold & Jamesburg, etc., and in the working of the train, which was controlled almost entirely from New York and by New Yorkers, the management is entitled to much credit.

General Train Master Charles Watts had been sent from this city to Washington to take personal charge of the train over the entire route, and J. M. Whipple, the conductor, Jas. Kelly, baggage master, and George Dean, brakeman, were all picked men from the New York division and used to special train work.

The same was true of Engineer Wm. Page and two firemen P. W. Loomis and E. Grinnell, who ran engine 608, the first of the "big wheelers," all the way from Sixth street in New York to the Philadelphia, Wilmington & Baltimore railroad, and without an accident or delay. The trip will never be made again in all probability, and will become historical.

Superintendent McCrea, under whose general management the whole trip was made, stood over the wires here to-day and superintended what railroad men regard as an exceptionally good piece of railroad work. The greatest speed was made on the New York division track, over the nearly 50 miles, from Philadelphia to Monmouth Junction, in 75 minutes, including 11 minutes of stop and one taking of water between the tracks.

All the train arrangements had been made under Mr. McCrea's supervision and when at 12:47 the train passed off its last piece of railroad, the tracks he said, "If they had known how quickly and well it could have been moved they would have taken him from Washington before." The track was kept absolutely free and clear of all obstruction.

LONG BRANCH, N. J., Sept. 6.—The president's train reached Elberon at just a quarter past one, Long Branch time. The president's car was in the middle of the train. Those on board, besides railroad men, were Mrs. Garfield, Miss Mollie Garfield, Col. Rockwell, Mrs. Rockwell, Miss Rockwell, Mrs. Agnew, Bliss, Boynton, Gen. Swain, private secretary Brown, Mrs. Dr. Susan Edson, Stewart Crumb and the servants.

When the train reached the end of the special track on Lincoln avenue it was stopped. The first car, carrying the president and his family, was pushed around to the end of the track on the east side of Franklin cottage. The occupants were assisted out and welcomed in the cottage by Mrs. MacVeagh who came yesterday.

Meanwhile a hundred willing ones stepped forward from the waiting crowds, and the president's car was also pushed around to the balcony of the cottage where an awning was spread to protect the bed from the sun and from the view of the crowds. A small squad of soldiers easily kept back the multitude. The president was moved into the cottage without annoyance, and his bed was adjusted in the upper south end chamber.

Dr. Bliss said that the pulse, when last taken, had been down to 102. During the trip he said the president had had no vomiting on the road, and had passed a better day thus far than yesterday.

Col. Corbin stated that after their arrival the president was thought to be better this afternoon than yesterday, notwithstanding the journey. He said that the president had stood the journey first rate, and was in good humor all the way, and at one place, when a proposition was made to give him a sponge bath, he said, "Go ahead; progress is of more use than a bath."

Col. Corbin said that the usual routine of the day had not varied on the train. The president took his nourishment as usual and had no annoyance in the way. Mrs. Garfield and Miss Nellie stood the journey well also. The former had a pleasant smile on her face as she greeted Mrs. MacVeagh. All along the road, not only at the villages but at the country crossings were crowds of people waiting for the train as it passed. All noise was avoided and not a sound was made.

This had been the most beautiful day in the history of the president's case and it was turned out to be entirely satisfactory. The removal of the president from the White House to Long Branch has been looked on as a very great undertaking, and while it was acknowledged to be a necessity, it was undertaken, of course, with more or less fear of consequences.

"But," says one who accompanied him on the trip, "as soon as the president was safely in the wagon that was to take him to the depot his face assumed an expression of sincere satisfaction. As he was driven down Pennsylvania avenue he turned his head on either side, and seemed to enjoy looking at things that had become strange to him during his long

confinement. When he had been comfortably placed on the train his pulse was about 115 but it soon became less frequent and the temperature did not get much above the normal.

The train was not made up as was at first suggested.

Some one sat by the president all the way to his destination. Near the lower curtain of the mattress compartment were some chairs on which sat one or more of the physicians or nurses to be always within call. The last car of the train was Mrs. Garfield's car, in which she and her companions spent the greater part of the time, although she was out and in the president's car very often.

PREPARATIONS FOR HIS ARRIVAL.

LONG BRANCH, N. J., September 6.—A special train containing three cars of United States infantry from Governor's Island, with a car containing tents, arms and various other necessities, accompanied the president. A portion of the guards are now being picked about the Elberon depot to clear a way. Crowds of people are coming in on all trains. The remainder of the force guards the trustee track to Franklin Cottage. The police force of the village have been ordered out by Mayor Woolley, at the request of Attorney General McVeagh, to keep back the people driving in from all directions and blocking the drive ways in expectation of getting a glimpse of the hospital car on its passage to the cottage. The delay on the road will change the hour of arrival to 1 o'clock.

All is ready for the reception of the president at Long Branch. The track to the cottage is completed but the doors are kept closed to the public. Attorney General MacVeagh is the only representative of the government here. He expects the president's train here by 1 p. m. His private dispatches indicate that the president is standing the journey well. The president's pulse was 115 when he reached the Washington depot but fell to 104 before he reached Baltimore. Dr. F. H. Hamilton came down from New York at 10 a. m. He said he had no doubt that the president would stand the journey well, and that it would do him good. There is a land breeze here to-day, but the atmosphere is far preferable to that in Washington. A large crowd has collected at Elberon station and at the president's cottage, waiting for the train. Bulletins of the National Associated Press are posted at the west end of the hotel.

Since there were no representatives of the press on board, the public are indebted to the members of the party, particularly Secretary Brown, for the following details of the trip: The train all the way through, was in charge of Mr. T. N. Ely, superintendent of the motive power of the Pennsylvania Central railroad, assisted by Mr. Charles Watts and others. The train was new crews for each division of the road.

The train ran slowly when it first started out, making about thirty miles an hour. The motion of the train had little or no effect on the president, and it was found unnecessary to disturb him until Palapasco was reached. Here a stop was made at 7:20 a. m. for water, and the opportunity was taken by the surgeons to examine the paralytic hand. At that time the pulse was 102, temperature and respiration about normal. The train passed through Baltimore without stopping. The second stop was made at Bay View, north of Baltimore. Here the usual morning dressing of the wound was made, and it was found to have suffered no derangement from travel and to be doing well. After leaving Bay View the train was pushed at a rate of fifty miles an hour, the track being very straight and in good condition.

The high rate of speed did not cause more vibration to the car and bed than the slow rate. All along the road the president's pulse was of a good character. At 9:30 the president swallowed three ounces of beef extract. At 10:10 a brief stop was made at Senokin for coal. This was the only time coal was taken on the trip. The same locomotive drew the train clear through from Washington to Elberon. At 10:30 a stop of thirty minutes was made at Grey Ferry for water, and another stop for the same purpose at 11:25, at Tullytown. After leaving Trenton the train was pushed more rapidly than at any other time. One mile was made in fifty-five seconds, and an extraordinary speed was kept up all the way to Monmouth Junction, where the road was good. It was found that the faster the train ran the less were the oscillations of the bed and the president seemed almost to like it. He talked very little on the way. The train was run in six hours and forty minutes.

All of the physicians gave the people who crowded around the car assurances that the president had stood the journey well and that his stomach was in excellent shape. The car in which he lay was pushed around to the awning and he was carried to a large chamber on the second floor of the cottage, the bed being placed so that he could see the ocean.

The physicians will sleep in a cottage near the president's, and Secretary Brown's office will be situated across the avenue opposite the hotel. Official bulletins will be issued at the usual hours.

There were probably 15,000 people in waiting when the train came in, and when the president was borne from his car the vast concourse was visibly affected, men, women and children alike weeping.

OFFICIAL BULLETIN.—SEVEN P. M.

LONG BRANCH, September 6.—Since the last bulletin was issued the president has been removed from Washington to Long Branch. He was more restless than usual last night and had been evidently excited by anticipations of the journey. At 5:30 his pulse was 118, temperature 99.8, respiration 18. We left Washington with the president at 6:30 a. m. Owing to the admirable arrangements made by the Pennsylvania rail-

road and the ingeniously arranged bed designed by Mr. T. N. Ely, the fatigue incident to the transportation was reduced to a minimum. Nevertheless, as was anticipated, some signs of the disturbance produced by the journey have been exhibited since his arrival by a rise of temperature and increased frequency of the pulse. At present his pulse is 124, temperature 101.6, respiration 18.

(Signed) F. H. HAMILTON, D. H. AGNEW, D. W. BLISS, J. J. WOODWARD, J. K. BAENES, ROBT. REYBURN.

The bulletin issued at seven o'clock announcing the remarkably high pulse of the president caused considerable excitement, as the people had come to expect, from the low degree of pulse during the journey that it would not increase after his arrival. The physicians and attendants, however, do not express any alarm and credit the high pulse solely to fatigue, which would naturally follow itself after the journey was over.

Blaine cabled to Lowell to-night concerning the president's journey and added that the patient complained that his back had a bruised feeling, but that a favorable change from the ocean air was expected in a day or two, and that the developments of the next sixty hours are awaited with solicitude.

The members of the cabinet and their families all arrived at Long Branch to-day and will remain until the condition of the president is settled.

Secretary Lincoln said that it looked very unfavorable to him. Secretary Windom builds hopes on the statement of the physicians that there is a prospect of better things to-morrow. The location of the president's cottage makes it exceedingly difficult to get information from the sick room later than bed time.

The latest information from the sick room was brought by Brown, who at 10:30 p. m. stated that Dr. Reymann reported that the pulse had fallen to 118, and the temperature was not much above the normal. The president had been asleep more than an hour. It will be impossible to get further information from the sick room to-night, unless there is a change for the worse.

TERRIBLE EXPLOSION.

A Powder Packing House At Marquette Blows Up With Fearful Force.

Eleven Young Men, Working in the Cartridge Room, Instantly Killed.

Their Bodies Blown to Atoms and Scattered For Great Distances.

National Associated Press.

MARQUETTE, Mich., September 6.—The packing house of the Lake Superior Powder Company blew up this morning at 8 o'clock and eleven young men employed in packing powder cartridges were blown to atoms. Small pieces of their bodies were found in all directions. Nothing of the building was left and nobody left to tell the cause of the accident.

SULPHURIC SMOKE.

Which Overhangs Massachusetts and Rhode Island.

National Associated Press.

PROVIDENCE, R. I., September 6.—The day was remarkably dark here, so much so that gas was in general use at noon in business places and residences. The people think that smoke from the Canadian forest fires causes it.

BOSTON, Mass., September 6.—Much excitement exists here to-day over the peculiar yellowish appearance of the atmosphere, which is of extraordinary hue. The sun is shrouded with an atmosphere of the exact color of an amber hued envelope. All things have an unnatural appearance. Gas light appears like electric flames and horses, men and houses look as if viewed through yellow stained church windows. The cause of this phenomena is unknown. Some think it is caused by the fog mixed with smoke from the forest fires. Others believe it to be caused by some sulphuric deposit in the atmosphere.

MURDEROUS MEXICANS.

Six Greasers Hack Engineer Herbert and Fatally Injure Him.

National Associated Press.

CITY OF MEXICO, September 6.—A. H. Herbert, one of the engineers on the National railway line, was attacked in his house last night and seriously wounded by a band of Mexican robbers. Some time ago Mr. Herbert discharged for incompetency six Mexicans. It is believed they concluded to kill him in revenge. Last night six Mexicans forced an entrance into his house at Tacuaba, and making their way to his room, fell upon him with knives.

They hacked and cut him until he was insensible, and then, supposing him dead, began to sack the house. As the servant of Mr. Herbert interfered, the robbers attacked him, and after stabbing him three times, fled. Mr. Herbert is still living, but can not recover. The government promises to investigate the case and punish the criminals.

Knight Templar.

National Associated Press.

CINCINNATI, O., Sept. 6.—The Ohio Knights Templar commenced their annual meeting to-day. Their sessions are secret.

Cornell's Proclamation.

ALBANY, September 6.—Gov. Cornell has appointed Thursday as the day for prayer for the president.

MURDEROUS 'APACHES.

They Begin Raiding the Southern Pacific Railroad.

A Band Follows a Train Six Miles and Attacks a Station.

Additional Murders and Outrages Reported From Every Quarter.

Troops Being Rapidly Pushed Forward to the Scene of Hostilities.

National Associated Press.

SAN FRANCISCO, September 6.—General Carr's official despatch commands the officers and men for their coolness and gallantry in the fight with the Indians. Lieutenant Stanton, with an escort got through safely from Fort Apache to Fort Thomas. He reports the repulse of the couriers sent out on the second and third. The many families living on the Little Colorado have gone to the fort for protection and are participating in the defense.

It is believed that reinforcements have arrived from Fort Thomas. Reports from the Globe mining camps are that the Indians are in possession of Pleasant Valley and have killed all the white settlers. George Turner and Harvey Moody were killed at Middleton's ranch on Cherry Creek. A party of twenty-five went out from Globe to bring in the bodies and expect to meet Wadasky's band. These disturbances are eighty miles west of Fort Apache.

WASHINGTON, September 6.—Gen. McDowell telegraphs the following from San Francisco:

The outbreak in Arizona appears very general. Hostiles are reported along the Southern Pacific road from Wyna to Bowie, a distance of 100 miles.

SAN FRANCISCO, September 6.—There is nothing new from the Indians except that troops are moving forward to Fort Apache. Indian Agent Tilday at San Carlos reservation sends the following to Whipple:

BARACKS, Prescott: One of Santa's band came in from Cibola, and says that the White Mountain Indians tried to get some San Carlos and Chiricahua to join them. They refused and are coming into the agency. The Chiricahua of White Mountain Indians who fought Colonel Carr, are very near the junction of the White and Black rivers. They sent word by this Santa Indian that they were going to stay where they were, and if the soldiers wanted them, to try and take them. It is reported that some of Pedro's White Mountains are down on Ash creek. If so, they are probably watching the movements of the troops towards Apache, either to convey news to the Indians there or ambush and attack them in the rear.

Lieut. Glass and a company of thirty-three men arrived here this evening and I can take care of this agency with them and what more I have. We had an alarm this evening which proved a false one, but while out with Indian scouts I found Indians coming in to defend the agency and the whole of Yuma and Mohave came up for the same purpose. I believe that if the troops now are allowed to stay and I get the guns ordered to me with ammunition I can stand off all the hostiles that want to come. I say this so as not to embarrass you in moving your other available troops to any point you may desire.

TIFFANY, Agent.

WASHINGTON, September 6.—Further dispatches from San Francisco regarding the Apaches state that the Indians of the west bound train of the 3d ind. near Wilda for six miles and attacked Fort Bowie the same night. The railroad employees at Bowie station have